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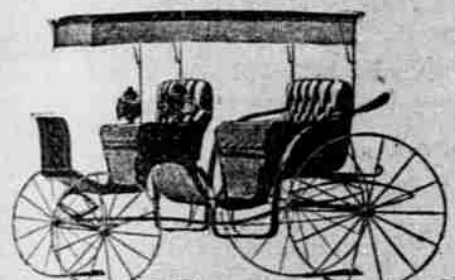
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THREE TRANSPORTS IN PORT

Heroes of the War Now on the Solace.

WITH three Government vessels in port, the arrival of a steamship from Seattle, the coming of the schooner Reporter from Gray's Harbor and the old barkentine W. H.



Lying side by side on the transport Solace now at the Navy wharf are Edward Gorman and Silas Christenberry. Both are heroes who in defense of Old Glory fell at the front in the battle with the boxers at Tien-Tsin. Both are cripples whose wounds time may heal, and must be content to hear of the beauties of Honolulu from their comrades, for they cannot stir to see the sights themselves.

Gorman was color sergeant of the Ninth United States Infantry, and when the fight was hottest near Tien-Tsin he became separated from the two privates who constituted his guard. Ordered by Colonel Liscum, the regimental commander, to seek them, Gorman dropped with a bullet in his knee as he turned to obey.

When eighteen hours later he regained consciousness, he found beside him in the improvised hospital his friend Christenberry.

The latter had been in the charge against the walls of Tien-Tsin and had been struck with a copper-shafted ball that shattered the bone of his leg. For five months the pair were in the hospital at Yokohama and were close companions. Now they are on their homeward journey and still have the comfort of comradeship as they suffer on the Solace.

Dimond from San Francisco, on her very last trip, together with the arrival and departure of several island steamers, yesterday was a very lively day on the waterfront and in the harbor.

Busy at the Naval Station.

When a ship of the navy is in port things are kept moving at the Honolulu naval station. The Solace, lying at the Richards street wharf, is keeping the officers of the station on the jump most of the time. She has to be supplied with 400 tons of coal and also requires many various kinds of stores and supplies and a hundred and one little things which would never be thought of by a civilian.

Lieutenant Commander Pond and Clerk Arthur L. Merry had looked for letters from Captain Merry, who is in Guam, by the Solace. None were received, however. The officers of the Solace brought the news that Captain Merry was enjoying good health and that he and his party were doing good work and making great progress. Captain Merry was of the opinion that he would be back again in Honolulu in three months' time. Captain Merry sent by the Solace fifty small selected coconut trees, to be planted on the grounds of the naval station here. When grown the trees will be a beautiful ornament to the station.

Mohican for San Francisco.

The clipper bark Mohican, Commander E. V. Kelley, will sail today for San Francisco with a full load of passengers and sugar.

It is to be hoped that the Mohican will encounter fine weather on the trip to the Coast, as Commander Kelley complains a great deal about getting caught in some heavy squalls recently, with no shelter in sight.

The Mohican arrived in port on January 15 with a cargo of general merchandise for San Francisco.

Collector Stackable's Ruling.

"Special permission will be granted pressmen to board vessels after the same have been properly inspected by the customs and quarantine officers, on the ground that the newspaper representatives furnish information that is of general public interest and expressmen accommodate the passengers and general traveling public. This privilege is granted in accordance with Article V of Department Circular No. 90, dated June 18, 1900."

The above is a recent ruling of Collector of Port Stackable.

Santa Ana From Seattle.

The British-American steamship Santa Ana, Captain C. F. Strand, arrived here yesterday morning from Seattle in place of the steamer Centennial, which was to have made the trip and which is at present in San Francisco being repaired.

The Santa Ana sailed from Seattle at noon on the 3rd instant and was just twelve days on the trip down. She was built over a year ago for the Cape

of the Pacific and the great metropolis of the western coast of the United States.

The Dimond was built in 1881 and is one of Wm. G. Irwin's vessels. She is twenty years old. She has made many quick trips and has always been a profitable vessel to her owners.

On her last trip she was 22 days coming from the Coast, experiencing very rough weather when nearing the Islands. She is discharging a general cargo at Brewer's wharf.

Exciting Tug Race.

When the schooner Reporter, from Gray's Harbor with lumber, was sighted yesterday morning, the tugs Fearless and Eleu had a very exciting race to see which was going to bring her into the harbor.

As has been the case a number of times before, the Eleu in some manner managed to secure the news of the approach of the vessel long before the Fearless had any idea that there was a vessel in sight. The result was that the Eleu got a big start of the Fearless and was outside of the harbor and well on her way to the schooner before the Fearless had left the harbor.

The schooner was a long distance out, however, and Captain Brokaw saw that he had a good chance of beating the Eleu in a long race, as he had beaten her numerous times before under just such circumstances. When she was notified that the Reporter was coming the Eleu was beyond the bell buoy. Nothing daunted, the captain of the Fearless gave the word to Engineer Purdy and it took very little time for the Fearless to be on her way, hot in pursuit of the Eleu.

After a very exciting race which was watched with interest by many people on the shore, the modern and faster tug, the Fearless, walked away from the Eleu and, securing the prize, towed her safely into the harbor. The Reporter was 27 days on the way from Gray's Harbor.

The Upolu's Long Trip

The little steamer Upolu, Captain Dalton, has just completed one of the hardest island trips on record.

Yesterday morning the Upolu returned to Honolulu after having made a trip to Kona, Hawaii and return, which lasted fifteen days.

She had one of the roughest experiences of the storm and received, perhaps, the worst part of it for a longer time than any other vessel in the island trade.

Captain Dalton reports that the channel between Molokai and Lanai is thick with tree trunks and branches, weeds and brush, as a result of the heavy freshets. The ocean is muddy for a couple of miles from the shore and there is a strong current running from the land. Haleakala's slopes were the scene of some tremendous freshets. Captain Dalton says that the freshets hit the ocean with such force that clouds of spray were sent up.

The little steamer was out at sea during the entire storm, struggling from one port to another in the vain attempt to find good anchorage. Finally her food supply began to give out and it seemed impossible to get ashore in any way. The weather moderated, however, before the situation aboard became very serious and the Upolu was enabled to take on provisions at Alala.

According to reports brought by the Upolu the schooner Queen, which was forced to leave Mahukona when the storm began, has not yet returned.

Captain Paul Smith Heard From.

A volunteer on his way home on the United States Army transport Indiana, Oscar H. Benjamin, First Duty Sergeant of Company F, 40th Infantry, is in Captain Paul Smith's company and brings the latest news of the movements of the captain, who is known by all Honolulu.

When Benjamin last saw Captain Smith the company was at Cagayan, Island of Mindanao, under General Kobbe, who is in command of the department of Mindanao and Jolo. It is said that Captain Smith is by this time probably having ample opportunity of covering himself with glory, as active operations were about to be commenced against the Visayans.

Shipping Notes.

The Dorie is due from San Francisco the first thing today with later

news of the outer world and seven days' mail.

The Aorangi is expected to arrive from Vancouver and Victoria today, on the way to the Colonies.

The transport Indiana may get away for the Coast today. She will take mail to San Francisco.

The Navy transport Solace will sail for San Francisco on Monday. She may carry a mail.

On Monday the Alameda of the Oceanic line is expected to arrive from the Colonies. She is scheduled to sail for the Coast on the same day.

The stock transport Opack is likely to remain in port for four or five days yet. She is on her way to the Philippines.

Steamers coming from the Island of Kauai report that the sugar plantation at Elele had to stop working on account of running out of coal. The mill ceased grinding for five days, finally securing coal from Makaweli. The schooner Fannie Adele was sent to the plantation yesterday morning with a load of coal.

The German ship Roland, Captain Meyer, yesterday got away for the Sound in ballast.

The W. G. Irwin sailed yesterday afternoon with a cargo of sugar for San Francisco. Captain Genereaux is her commander.

In addition to her regular crew, the transport Indiana has a crew of Filipinos. They are hard workers and get along on very friendly terms with American members of the crew.

The Navy transport Solace is the possessor of a mascot in the person of a very small Filipino.

At 5 o'clock yesterday afternoon the Helehe sailed for Maui ports.

Three steamers arrived from the Island of Kauai early yesterday morning. They were the Nihau, Wailaleale and Kaula. The Nihau brought 6,920 bags of sugar, to be transferred to the Diamond Head, and the Wailaleale brought 3,500 bags from Hanalei for the Benicia.

The steamer Kaula, from Nawiliwili, brought 4,550 bags of sugar for the Emily F. Whitney.

The following sugar awaits shipment on Kauai: K. S. M., 2,500; V. K., 600; Mak., 7,800; McBryde, 3,000; K. P., 6,000; M. S. Co., 5,331; K. S. Co., 1,600. Total, 26,931.

Visitor—What's become of old Sam Bungs? Longshoreman Billy—Dead, sir—died of 'art disease; a visitor gave him a shillin' very sudden; my 'art's very strong, sir.—Tit-Bits.

HONOLULU, Jan. 2, 1901.

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